

BMHA Newsletter

BICYCLE MOBILE HAMS OF AMERICA



Volume 6, Number 3

Jul/Aug/Sep 1995

EDITOR'S NOTE PAD

Special Mailing

In the near future you will receive a special mailing of the new Email Directory, the annual BMHA Packet Directory, and the annual BMHA Membership Directory—all in one envelope. In the past we managed to squeeze these directories in with the regular mailings of the newsletter, but printing, folding, and scheduling considerations now dictate that we combine the three directories into one separate mailing.

Starting with the October issue, Bil Paul, KD6JUI, will be editing the GETTING STARTED column. Bil asks that you send your ideas and articles for this column to him before Sept 5th. Send them to: Bil Paul, 337 Estrella Way, San Mateo CA 94403

Keyboard Capers

Just got this note from Rich Kuster, N8ZDQ, of Stow, Ohio: "A fellow ham/cyclist at work (D.M. McDonagh, WD8DGX) has a cute icon to depict himself at the bottom of all the email he sends out. I thought our members might like to see it.

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For best effect use an equal-spaced font such as Courier."

BMHA Gets Bigtime Ink

Look for the 1995 "Cycling Guide", a catalog of bicycles and other cycling equipment that is sent out to customers of many of the top US bike stores. It's a glossy, four-color, 32-page beauty, published by Catalyst Communications. On page 27 you'll see a photo of me about ready to take off on my solo 2200-mile ride back to Massachusetts for my high school's 50th reunion. The item is titled "How Will You Get to Your Fiftieth?" Included is a nice plug for ham radio use while biking, along with "For more info contact BMHA, POB 4009....". To date we've had 31 requests for info. We could get more—they printed 1.15 million! 880,000 have been mailed to customers and the rest will be handed out at the stores.

—Hartley Alley, NAOA, Editor

Upcoming Events

July 5-9 — LAB National Rally, Asheville, NC

John McClun, N3REY, will chair a workshop with special introductory demonstrations for the non-ham cyclist. BMHA members who plan on being at the National Rally are asked to contact John ASAP. He'd like you to bring your ham gear and help demonstrate bicycle-mobile equipment and techniques. Contact: John McClun, N3REY, 5399 Briar Oak Court, Ellicott City MD 21043

July 29, Sat. 9 a.m. — ARRL Regional Convention

John Allen, AA1EP, will lead a workshop "Two-way Communications from Your Bike" at this Manchester, NH, meeting. If you'd like to assist John, contact him:

John S Allen, 7 University Park, Waltham MA 02154.

Oct 20-22 — Pacificon to Host a BMHA Forum

Neil Fullagar, KE6NCX, will present a program/demonstration of bicycle-mobile VHF and HF equipment and operating techniques at the Pacificon. The west coast's largest gathering of hams, the Pacificon is situated at Concord, CA., in the San Francisco area. If you'd like to volunteer, comment, or have suggestions for the program, contact Neil Fullagar, 401 Maitland, Alameda CA 94502. Internet: nfullagar @ cegate.apl.com. Watch for details in the next newsletter.

COMMENTS

....When my husband, Stan, KD0G, said he would bicycle across America with me if I got my amateur radio license, it was an offer I could not refuse! I used Gordon West's "No-Code Ham Radio" software package and found it to be excellent. I passed the test easily. We are using our handhelds during our practice rides and already they were a help when I had a flat and Stan was far ahead. We plan to leave from Seattle in early June and hope to reach Bar Harbor, Maine, by September 1. KDOG is 66 and KB0RCD will celebrate her 60th birthday on the road.

—Ann Nelson, KB0RCD, Shawnee Mission, KS

....(from his BMHA Questionnaire) *Most exciting bicycling adventure?* Finding the trail I was riding under water—about 2 ft., for about a half a mile!

—Tom Huber, WD0BFO, Bellevue, NE

TRAVEL & ADVENTURE

The Best Ever Bicycle Trip

Have you had your Best Ever Bicycle Trip? Let me tell you a bit about the one I made last summer.

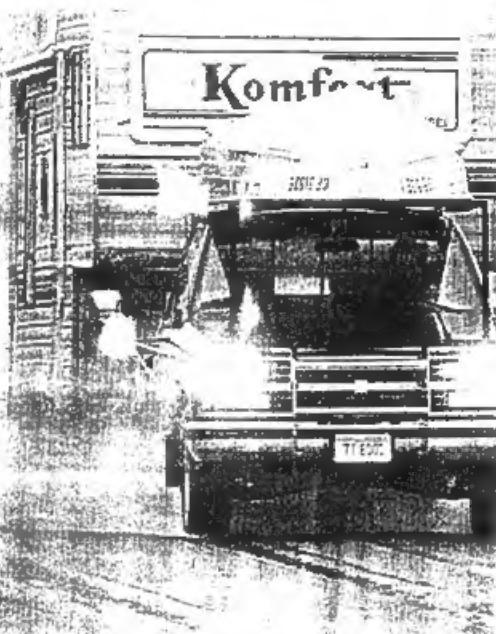
On a dreary winter day, I lay on the couch daydreaming about summer, getting on the bicycle, and soaking up sunshine and road dust. Just then, my cycling friend, Chris Charron, WB0RSW, called and asked if I wanted to ride around Glacier Park, Montana. Naturally I jumped at the opportunity—I even rode my mountain bike, fully loaded(!), over 1000 miles just getting ready.

Our trip would involve a 300+-mile loop, using the Adventure Cycling map for the Glacier Park area. The loop starts at Whitefish, Montana, goes north into Alberta, Canada, west to British Columbia, and then back south to Whitefish.

Finally the time came to make the trip. We took the train to Whitefish, Montana so we could get there the old-fashioned way—a great idea. We arrived at Whitefish after dark, loaded the bikes, and rode to a camping spot about 5 miles from town for the night. Even with the anticipation of having a great time the next week, I still got some sleep that night.

My Diary:

DAY 1: I'm up at dawn and ready to go at least an hour before Chris. But that's normal. It looks like great weather except for big black clouds off to the west. We load up and ride into town seeking breakfast. We find a place barely in time to get under an awning as it starts to rain. Two hours later it's still raining. Of course, we came to ride so it's on with the rain gear—put those plastic bags around everything. I even try putting bags over my helmet and shoes. Pink ones at that. Away we ride towards West Glacier and the "Going to the Sun Highway."



The Daily Inter Lake shot this foto of us the first day and ran it on the first page. The caption started with "Some Like it Wet".

Of course it rains all day and into the evening. We make it to our planned campsite. Our rain gear has worked fine and we set up dry tents and sleep very well. The rain finally

quiets about midnight. We find out later the campsite we stayed in was one the BEARS frequent the most! Maybe they don't like rain or BMHA'ers or something.

DAY 2: We spend all morning going up the Going to the Sun Highway—all 12 miles of 8% grade. This has to be the most beautiful 12 miles of road I have ever travelled. The clouds and mist rise as the morning passes and at each turn and rise there is another breathtaking view. Waterfalls cascading thousands of feet running under the roadway down to the river. Finally we arrive at the crest. We've done it! While at the top, we meet a few other bicyclists who made it to the crest. One is a father-and-daughter team. Not unusual, except the father is age 72!

Now it's down the other side and in 15 minutes of glory we wipe out 4 hours of winding and grinding. We arrive at the campsite that our personal sag, Bob, KD6KMX (who had come from California with his family to meet us at our nightly camping spots) has so aptly secured. Have a great meal and great weather for the evening. Sleep good, dreaming about the next day.

DAY 3: Great weather the next morning with a light breeze to our back. We head north towards Canada, except we forget that there are two climbs, each over 1000 feet. Not quite as bad as the day before but we hadn't planned for these climbs. We finally look at the map and notice no towns for nearly 70 miles! Oops! We are carrying water but not much food. Fortunately, we are BMHA'ers and have our ham radios. We contact our sag and Bob meets us near the border with a bunch of carbo sandwiches and lots of Gatorade. What a lifesaver. Now it's on to the border. From the border it's all downhill for the next 10 miles, with not a pedal turned. Further north we notice a bank of wind generators near our turn toward the west. Wonder what those are for? Headwind! Now we know! Head west, into the WIND! Great campsite near a waterfall. Great night for sleeping.

DAY 4: Awake at dawn again and wait for Chris to load his bike. Looks like a great day with a slight climb and a light headwind. No problem. We find a great place for breakfast and stop. Couldn't eat all the stuff, so carried a large bran muffin with me. Good snack. Back on the bike and ride west. Boy, the wind sure picked up! Must be 20-25 MPH now. Into the headwind and climb the pass. Now we test the reasons why we came out here to ride! We grind out the hills and finally reach the crest. Now we're on the downside and find we have to downshift to pedal down the hill. Something seems wrong here—you are supposed to roll down the hill without pedalling. We grind it out all day and decide to reward ourselves with a stay in a MOTEL. Good decision. Hot shower, pool, air conditioning, nice bed, all the comforts of home. Wake up refreshed and rejuvenated.

DAY 5: Not only all downhill but no headwind! Not exciting but great scenery, great roads, nice people, no hills, no wind. Roll back into the USA. Great campsite, good weather, great sleeping. Wake up really refreshed but now it's the last day and reality sets in. It's almost over.

DAY 6: Now we hoof it to Whitefish like a horse smelling the barn. A few hills but by now we are in such great shape we

(cont. on next page)

could climb Mount Everest fully loaded. Roads are narrow with no shoulder. We now have those USA drivers. A motor home blows his air horn right next to us and nearly knocks us off the road. We talk to him in sign language a couple of times.

We arrive at Whitefish in plenty of time to get a motel, rest, pack the bikes, and swap stories of the ride. It's a letdown knowing the best ride of our lives is over. The train ride home is a time of reflection and planning. Planning that next *Greatest Ride*.

(Two people made this the greatest ride of my lifetime. Chris WB0RSW, my riding partner, and Bob KD6KMX and his family, who made our ride a great one with their close contact with us by ham radio and sagging for us. I hope they had as great a time as I did.)

—Mike Nickolaus, N7ON

316 East 32nd St

South Sioux City, NE 68776



LETTERS

Sometimes You Need More Power

Dear Hartley,

Last spring I did a tour from Wilmington, NC to Pomona, NJ (a route following the barrier islands of NC, VA, MD, DE, and NJ) using a route from the book "Bicycling the Atlantic Coast". It was an 800-miler (my limit given the time available). For hamming I used my Icom u2AT with MFJ's roll-up "J-Pole". The "J" was mounted on a safety flag mast, which combined a rather effective antenna with an improved safety factor.

I had used this antenna for about a year previous to this cycling in Connecticut. Thus I knew how effective it was in both roles (many people in the local cycling club had commented upon how visible I was, and I had observed a marked improvement in repeater coverage).

Unfortunately, the transceiver/antenna combination did not work as well in the outer banks of North Carolina. I was not able to hit a single repeater until I got to Virginia Beach. I had some nice QSOs throughout Virginia Beach, Suffolk, Chesapeake, and the Northern Neck of Virginia. It got bad again on Tangier Island but interesting again along the Maryland, Delaware, and New Jersey coasts.

I own two HTs, the above-mentioned u2AT and an IC-2SRA. The latter is capable of 5 watts output with 12 volts input. In the real world (and NOT the repeater-dense Northeast) having the most power available is the right idea, which I definitely learned on this tour. Thus, in the future, the u2AT stays at home and the 2SRA with a suitable 12 volt source goes on tour (regardless, within reason, of the weight).

Well, all for now. Keep up the great work es 73s!

—Chris O'Hara, N1CRA

395 Brittany Farms Rd, Apt. 132

New Britain, CT 06053

THE WORLD OF HF

Pedaling the Peaks of Colorado by Day Working QRP Single Sideband by Night

1994's Pedal the Peaks bike tour attracted cyclists from forty different states. Of the five hundred riders, three hundred were from outside Colorado. The youngest rider was fourteen years old; the oldest a 62 year old grandmother. I appeared to be the only ham.

The Pedal the Peaks Bike Tour started on August 6th in the town of Gunnison, near the center of the state of Colorado. During the next six days the tour traveled 450 miles, making stops in Lake City, South Fork, Durango, Ouray, and then back to Gunnison. A typical day started early. Most riders were on the road by 7 am to insure finishing ahead of the possible late afternoon thunder showers. As do most commercial bike tours, they haul your camp gear, provide meals and food stops along the route.

Two of the days were 100-milers, the other three days covered 60 to 80 miles. The toughest day, but one of the most thrilling, was between Durango and Ouray. This day included three mountain passes for a total of 7200 vertical feet of climbing.



Half-way through the toughest day, John takes a breather. 14,000-foot peak looms in the background.

I was glad the next day was a rest day! On one of the days off I rode a spectacular narrow gauge train ride between Durango and Silverton. The second day off, in the town of Ouray, three other cyclists and I rented a jeep for the day and we bounced our way over some very narrow and precarious gravel roads.

I had high hopes of contacting my fellow hams in Portland, Oregon from my camp site each night. I took a battery powered homebrew 20 meter HF single sideband transceiver, a

simple 20m wire dipole, two 12V 2amp/hour lead-acid batteries, and a homebrew QRP SWR meter. The 20m SSB transceiver is about the size of a large 2m handheld. The design was published by KK7B in QST April 93. The rig generates single sideband using the phasing method with no crystal filters. The receiver is a direct conversion type. At home in Portland, I had great luck with the transceiver. (Using a tri-bander at 50 feet does make a difference—I was able to work New Zealand on 20 meters with only 10 watts.) But operating the rig from the wilds of Colorado with a simple dipole at 15 feet was tough going. The band conditions were somewhat marginal as well. The signal just wasn't strong enough to make consistent contacts each night from camp.

I wanted a simple compact antenna to go along with the QRP transceiver. I chose a dipole. (An end-fed long wire is the simplest to erect but you'll need an antenna tuner to load it.) I constructed a lightweight 20m inverted Vee antenna using 30 feet of RG58 coax for a feed line, and #22 gauge wire for the elements. A plastic center insulator keeps the weight down. I was able to use light weight fishing line to string up the antenna each night. Taping the fishing line to a golf ball made it easy to toss the line over a low limb, up 15 or 20 feet. Sixteen-pound fishing line is more than adequate to support the antenna for the hour of use each night. Using a fishing line allowed me to take down the antenna quickly each night after use, I'd discard the used fishing line. I had a small QRP SWR meter to check power levels and verify SWR. The low power SWR meter is written up in the recent ARRL handbook. Roy, W7EL, designed it, and it's quite accurate down to 1 watt levels.

To keep it compact and lightweight, my rig only operates on one band. I tried 20m on the bike tour in Colorado. It seemed like the best choice to work back into Portland. Unfortunately, I found 20m too crowded for QRP, but I did manage to make several contacts. I'd recommend using 75m or 40m for QRP SSB. When the solar activity picks back up again, 17m, 15m, and 10m will be excellent as well. In the meantime 75m in the evening or 40m in the afternoon and early evening should work fine.

During another bike tour in the Fall of 1993, I did operate on 75 meters—QRP,SSB. Even with a 75m dipole strung up only 15 feet off the ground, I didn't have any trouble making a constant string of contacts, one after another. Reports of S9 plus 10 to 20 dB were common. I spent several late evenings lying in my down sleeping bag chatting away on 75m. I was enjoying the radio as much as the cycling. You'd often find my tent pitched near a flag pole or football field goal post. Flag poles make great antenna supports—set-up and take-down can be done in minutes.

I often check into the BMHA 20m net (14.253 MHz) on the 1st and 3rd Sundays of the month. I encourage you to check in. Lots of information about operating 2 meter and HF from a bike is shared on the net.

If you'd like to reach the Pedal the Peaks Tour directors, try 1-800-795-0898 or 1-303-979-7600. Pedal the Peaks Tour offers tours in Colorado and New Mexico. The 7-day tour costs \$325.

John Liebenrood, K7RO — K7RO @ K7IQI.ORG.USA.NA
k7ro @ nwcs.org
1650 NW 130 Ave.
Portland, OR 97229

NEW MEMBERS

We're pleased to add these names to our Membership List:

Barbara Anderson, KD6WES, Box 699, Carmelian Bay CA 96140

Gary Anderson, K6EIK, " "

James A Bassett, KA1PPP, POB 81833, Las Vegas NV 89180

Judy Bowman, POB 4791, Lynchburg VA 24502

Robert Clamme, AA9NT, RR 3 Box 101, Portland IN 47371

Dale Clemens, KB8WKQ, 4617 Davison Rd, Lapeer MI 48446

Donald Cundy, N1TMX, 23 Oakridge Dr, Old Lyme CT 06371

Lance Dean, KB7TJS, 556 E Charlwood Ct, Elko NV 89801

Richard Farrell, 3605 E 1769th Rd, Ottawa IL 61350

David Feldman, WB0GAZ, 10787 N Lakeside Pl, Littleton CO 80125

Harold J Gillespie, 14180 Misty Meadow Ln, Houston TX 77079

Ronald Hambric, NSBN, 3901 Sunnybrook, Bryan TX 77802

Mike Hertel, KA0MIV, 1957 7th Av, Mankato MN 56001

Norman I Huber, N9ZKS, RR 2 Box 152, Bloomington IL 61704

Tom Huber, WD0BFQ, 7518 Chandler Hills Dr, Bellevue NE 68147

Bob Koch, WD8RAY, 5503 Hunter Rd, Enon OH 45323

Gary Leonard, KA1DW, 87 Piper Rd, Ashby MA 01431

John McClun, N3REY, 5399 Briar Oak Ct, Ellicott City MD 21043

Bonnie McClun, " "

Ann Nelson, KB0RCD, 2012 W 49th Ter, Shawnee Mission KS 66205

Stanley Nelson, KD0G, " "

Eugene Nowlan, N2TPT, 385 Watauga Av, Corning NY 14830

Joe Pugurko, KA9IE, 21721 Kingston Way, Mokena IL 60448

David Porterfield, N3VHJ, 135 Textor School Rd, Zelienople PA 16063

Ethan Schumacher, N7WNC, 1921 NW 32nd St, Portland OR 97210

Kent A Stanzel, 417 Madison Av, Andover KS 67002

Joe Walker, POB 17867, Encino CA 91416

Shirley Landau, " "

Ron Wenner, N3UTR, Allison Rd, Seneca PA 16346

Jeff Will, AAOPN, POB 157, Waukee IA 50263

Hal Wine, KE6QZN, 3809 Laurel Av, Oakland CA 94602

Leroy Zimmerman, 1050 Las Lomitas Rd, Tucson AZ 85704

With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.

70+ Riders Go for Record

New member Joe Malone, 72, is heading a team of 70+-year-old cyclists attempting to cross the US in record time. As a part of the Race Across America (RAAM), a four-man team of riders will ride in relay fashion (one hour on the bike, one hour off, etc.) in an attempt to better the Masters deviation record of 8 days 15 hours. Joe is looking for one more team member. To qualify, you must be able to ride 100 miles per day at a good clip for 8 days in a row. And you should be 67 or older. The race starts July 27 in Irvine, CA, passes through AZ, CO, OK, AR, TN, and ends in Georgia, after 2900 miles of pedaling. You'll be accompanied by a motor home with a nurse, chiropractor, masseuse, and bike mechanic. Contact: Joe Malone, POB 17867, Encino CA 91416. Phone: 818-774-9083

BMHA NET....ON 20

TIME: 2000 UTC and four hours later at 0000 UTC.
DATE: 1st and 3rd Sunday of each month.
FREQ: 14.253 — plus or minus the QRM.

Look for me, NF0N, at those times, and if I'm unable to call the net please look for those who have picked up the net when I've been out of town. In particular, look for Assistant Net Controls Jim Kortge, NU8N, and John Liebenrood, K7RO. Jim covers the East, John covers the West, and I cover the middle.

—Mike Nickolaus, NF0N, BMHA Net Control
316 E. 32nd St.
S. Sioux City, NE 68776

NEW HAMS

Four Members Now Have Tickets!

They hit the books, sweated, and got nervous at the exam site—just as we all did. But they passed! And probably came away thinking it wasn't so tough after all. Since the last issue these members have become licensed hams:

Congratulations!

Neil Beckwith, N9YRM, South Bend, Indiana
Donald Cundy, N1TMX, Old Lyme, Connecticut
Wilfred S Kearse Jr, KC5JWK, San Antonio, Texas
Kent Stanzel, KB0STV, Andover, Kansas

Jim Speck of Oklahoma City has upgraded to Extra.
His new call is KK5BX.

Non-ham BMHAAer's, please send in your call sign as soon as you get your FCC amateur radio license. We'd like to list you in this column. If you have time, tell us how and what you studied, what helped you to pass the test. We'll pass it on to our non-ham members who are thinking about taking the exam.

Back Issues Still Available

You may purchase any of the nineteen back issues of the BMHA NewsLetter for \$1.75 each, postpaid. For info on the contents of the various issues send a #10 business-size SASE (self-addressed, stamped envelope) to: BMHA, POB 4009, Boulder CO 80306, and ask for the Index of Back Issues. This service available to members only.

BMHA NEWSLETTER

EDITOR: Hartley Alley, NA0A
ASSOCIATE EDITOR: ASSISTANT EDITOR:
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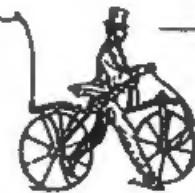
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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

BMHA NEWSLETTER is the quarterly publication of the Bicycle Mobile Hams of America — Jan, Apr, July, Oct.

TELEPHONE: 303-494-6559
BICYCLE MOBILE HAMS OF AMERICA (BMHA)
Box 4009, Boulder, CO 80306



ABOUT BMHA

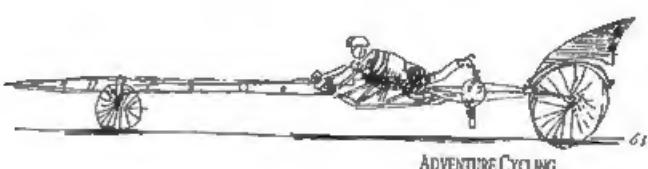
For the information of our first-time readers

Bicycle Mobile Hams of America got its start when a "Stray" in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alley, NA0A. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton Hamvention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our five subsequent forums have drawn increasingly larger audiences, and now BMHA is established as a "regular" at this world-renowned event.

This is the twentieth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 32 new members. The total membership now stands at 428, with members in 42 states, and six countries.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, packet and E-mail address lists, bi-weekly net on 20 meters, annual meeting and Forum at the Dayton Hamvention and other regional meetings, and of course through the BMHA NewsLetter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on the next to last page.



ADVENTURE CYCLING

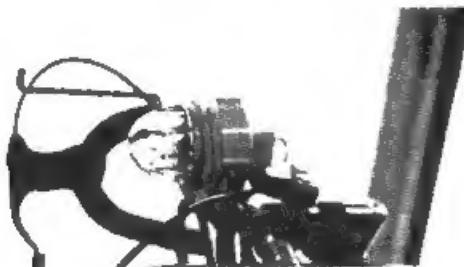
HOW-TO

Make Low-Cost Halogen Lamps for Your Bike

The Ingredients: PVC 1-1/2" Reducer, PVC 1-1/2" Clean-out plug, #891 Halogen lamps, #18 stranded wire, nylon straps, plastic lamp lenses, used projector reflectors, Red (high-temperature) Silicone.

I found some surplus 2" diameter screw-in lenses, one clear and one red. (The lenses had been used for flashing safety lights on fork lifts). The lens base could be squeezed into a standard 2" white PVC reducer. A screw-in PVC clean-out cap gave me an adjustable end cap.

A standard projector bulb includes a throw-away 2" diameter glass reflector. The burned out projector bulb can be easily pushed out of its ceramic housing with a screwdriver blade.

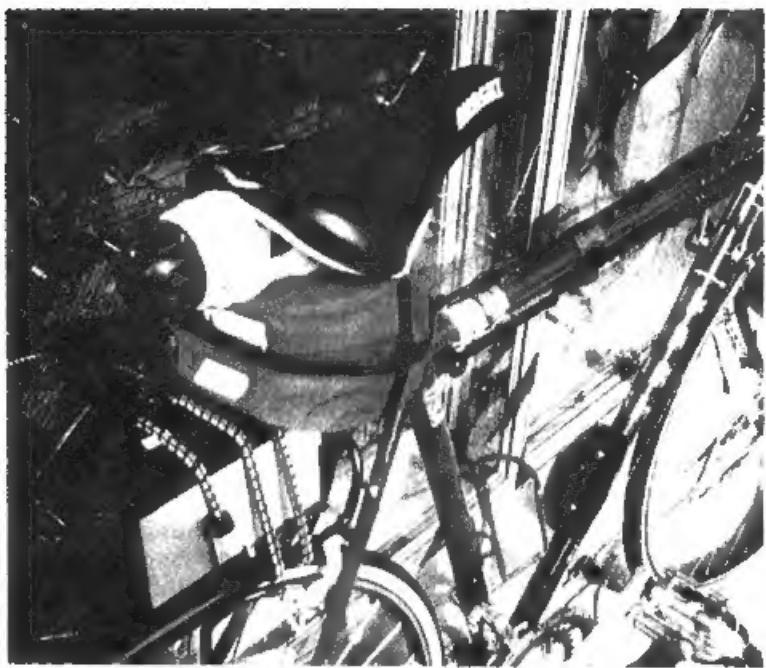


The Procedure: Take a #891 Halogen lamp (about \$9) and cut wires long enough to reach from the lamp to where you will mount your battery. Place a fiberglass insulating sleeve over each wire (don't use soft plastic — it will melt from the bulb's heat.) Solder the wires to the halogen lamp. Slip on the fiberglass sleeve and adjust the lamp into the rectangular area of the parabolic reflector, maintaining the estimated focus with a homemade jig. (IMPORTANT — keep the lamp electrodes separated during this procedure.)

Now apply high temperature Red silicone sealant into the rectangular area of the reflector. (It will be difficult to hold the bulb in position while sealing it in place.) You can remove the excess sealant from the bulb and reflector with "Q-Tip"s dipped in rubbing alcohol, but try to avoid wetting the main seal area. Allow the silicone to set up overnight. Reseal the outside bottom wire area as necessary the next day.

Drill an opening in the PVC clean-out plug for the wiring to go through. Seal the lens to the PVC reducer with a few spots of super glue.

An all-purpose mounting can be made by bolting nylon straps (33" x 1/2", available at camping stores) to the side of the PVC reducer. I suggest you sear the nylon ends and make the bolt hole by a quick jab with a hot soldering iron. The straps are long enough to be wrapped around handle bars, front bag support, seats, or rear racks on any bike. When making the final assembly, a piece of string laid around the circumference of the PVC reducer allows a soft gasket for the glass reflector. Warning: Halogen lamps get very warm; avoid touching the strap bolt.



Comments: I operate my halogen lamps from a Yuasa 12V 7 Amp-hour gel cell mounted on the rear bicycle rack. The brighter halogen lamps plus the fluted side beams give an added measure of safety and visibility over older bicycle lighting. Now nobody need go without the additional safety because of the higher prices of commercial halogen lighting.

If you want to make your lights even brighter, much higher wattage bulbs are available. Examples: Desert Fox 55 watt and 100 watt "Baja Tough" Quartz halogen H3 bulbs in KMart—the bulb costs only \$5-\$6. For comparison, low beam automobile headlamps are 35 watts. One must be careful to factor in the increased heat of the lamp. Anyone for car headlights on a bicycle?

----*Herbert Perrine, WD8DLQ
7422 Mad River Road
Dayton, Ohio 45459-3608*

REMINDERS

Your Bicycle Flies For Free!

As a member of BMHA you get free transport of your bicycle, when you fly on Northwest Airlines. You save \$90 on a roundtrip flight. For details call Wild World of Travel, Missoula MT, 1-800-735-7109. Mention that you're a network member of Adventure Cycling.

Make Your Own "J" Antenna

As mentioned in the April '95 issue, Ken Wahrenbrock, KF6NC, has offered to provide detailed instructions for making his famous MOB Stainless "J" Antenna. This is the antenna used by over 40 members of the bicycling wing of the Downey (CA) ARC. Using this antenna on his bike, Ken can hit his base station when he's 100 miles from home—and using only 1.5 watts. You must specify whether you want plans for 144, 220, or 440 MHz. They're \$1 each, postpaid. Write to Ken Wahrenbrock, KF6NC, 9609 Cheddar St, Downey CA 90242. (This offer available to BMHA members only.)

DAYTON REPORT

Sixth Annual Dayton Forum Another Success!

Great weather, great turnout, great time, great BMHA Forum—that was Dayton Hamvention 1995.

Several of us met on Saturday for the Lunch Bunch, and later we went on the annual bicycle ride. Our Sunday morning BMHA Forum was well attended, with over 100 there. Again we had three excellent speakers, and the topics were right for the times. Russ Dwarshuis, KB8U, spoke about his Internet work and how BMHA is playing a part in the Information Superhighway. Chris Charron, WB0RSW, demonstrated his power-distribution system that he uses on his recumbent bike, and Jim Kortge, NU8N, showed us his 2-band mike mobile amplifier.

We had a surprise near the end of the program when a representative of the NorCal QRP Club gave us a first hand look at the brand-new Cascade 20/75-meter SSB QRP radio—designed with bicycle-mobile operation in mind. This radio was designed by BMHA'er John Liebearood, K7RO. This was my first look at this radio, and it looks to be a great rig.

During the forum I took an informal poll and we came up with some interesting numbers. Several people in the audience had cycled a long distance in a day, the longest being 225 miles. Three attendees over 60 are still active riders. Approximately half of the audience were BMHA members. Six people have attended all six BMHA Forums. Half of the group have Internet or E-mail addresses.

It was good to see so many of you at the meeting; I only wish we had had more time to meet and share experiences and stories. Plans are to put on another big program at next year's 7th annual BMHA Forum at Dayton.

—Mike Nickolaus, NF0N, Forum Co-Moderator

Membership Application

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BICYCLE MOBILE HAMS OF AMERICA
Box 4009, Boulder, CO 80306

Individual \$10 _____ new member? _____ renewal? _____
(US or Canada)

Family \$15 _____ Foreign \$15 _____ Donation \$ _____
(limit: two persons)
Make check payable to BMHA, in US dollars or international money order.

Name _____ Call _____

Address _____ License Class _____

City _____ State _____ Zip _____

Age _____ Most miles bicycled in one day _____

ROUNDUP REPORT

BMHA 'ers Meet at Great Western Bicycle Rally

The BMHA Western States Roundup, an afternoon meeting of hams and non-hams, was a feature of the the second annual GWBR at Paso Robles, CA., on the Memorial Day weekend. We started with a general discussion about ham radio for the benefit of the non-hams. Explanations of how amateur radio is oftentimes superior to CB and cellular phone were well taken.

Most of those attending were already hams and wanted information about J antennas and how to operate while bicycle-mobile. Eddie Powell, N6BPH, provided much help by relating his ham experiences on long distance bike tours.

While we were out on one of the rides, the repeater was busy with group-to-group communication. One woman asked her husband to bring out some shorts to her, because she had worn too warm an outfit! We all heard it and when she arrived at the meeting, we all had some fun chuckling about it. She was happy to be a ham and to have that communication handy.

The whole weekend went well. We are invited to have another session next year. The new chair persons are cordial and want to see many different kinds of events added to the program. I would have liked to have seen more non-hams at our meeting, but maybe next year we can print up flyers to be added to the orientation packet that is handed out to each of the 2,000 riders.

—Ken Wahrenbrock, KF6NC, Roundup Coordinator

....I have just discovered a new design for a hummingbird feeder: I was stopped on the Morrow, Ohio, bike path and a hummingbird hovered over the red yarn ribbons that I have on top of my bicycle antenna.

—Herbert Perrine, WD8DLQ, Dayton, Ohio

BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.



EMAIL

Random Notes from Cycling's Cyberspace

In the last issue of this column, I said that I'd check out a bulletin board that's aimed at bicycle-mobile hams. Unfortunately this BBS is no longer in service.

However, this bad news is countered with the fact that the bikeham@cycling.org email list is thriving, and it now has 115 members. I gave a short presentation at the Dayton Hamvention on resources available to the cycling ham on the Internet, so presumably some who attended must have signed up for the list.

The collection of email addresses of BMHA members by John Einberger (n0msa@aol.com) is proceeding. Look for a special mailing soon of these three directories in one envelope: The BMHA Email Directory, the BMHA Packet Directory, and the BMHA Membership List.

Unless some of you send me leads for interesting bike-ham material on the internet, this will be my last column. Feel free to email me at rjd@merit.edu with leads, comments, suggestions, or questions.

To all of you, very best regards from KB8U/bicycle mobile.

—Russell Dwarshuis, KB8U
427 Barber Ave.
Ann Arbor, MI 48103

....My husband Richard, KC5EVR, and I, KC5KWI, enjoy your newsletter's articles and comments. The radios have been great on all our bike rides, communicating with each other and other hams in the area. However, they recently became invaluable when I hit a hidden pothole 20 miles from home and went over the handlebars! I couldn't ride in because I ended up with a fractured hand and couldn't use my brakes. But we were able to reach our son Eric, KC5IDZ, on 2 meters and he came to pick me up in his vehicle. Thankfully the radio survived the spill!

—Charlotte L Johnson, KC5KWI, Las Cruces, NM

QSL CORNER

In this space we feature QSL cards and other printed items that have a bicycle-mobile motif. Send yours in. We'll run it.

We received this card and note a while back. (Should have included it in the April issue. Sorry.) Their call signs are printed on their safety flags. Very clever design.



(916) 583 4441
fax 583 8146

Gary & Barb
ANDERSON
Box 699, Carmel Bay, CA 98140

....(In answer to BMHA questionnaire) Most miles bicycled in one day? 70. Usually we ride 35 to 50 miles per day, but we expect to raise those numbers soon!--we're headed across the USA, starting May 15th.

—Barbara KD6WES & Gary K6EIK Anderson,
Carmel Bay, CA

FOR SALE

Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it. Limit of 20 words, plus your name, address, phone. For members only.

BMHA NEWSLETTER

Bicycle Mobile Hams of America
PO Box 4009
Boulder, CO 80306-4009

Address Correction Requested

First Class Mail